

The Hongkong Telegraph.

No. 17.

FRIDAY, FEBRUARY 10, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

YANGTSE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up)Tls. 420,000.00
PERMANENT RESERVETls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17
TOTAL CAPITAL and
ACCUMULATIONS, and
April, 1881.Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. HOYD, Esq. | W. M. MEYERKIN, Esq.
J. H. PINCKNEY, Esq. | F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., secretaries.
LONDON BRANCH.
Messrs. BARING BROTHERS & Co.
Bankers.

RICHARD BLACKWELL, Esq., Agent.
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for interest
on shareholders' Capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business in
proportion to the premia paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1882. [53]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on GOODS,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS. SOCIÉTÉ ANONYME D'ASSURANCE MARITIME MARSEILLE.

CAPITAL SUBSCRIBED15,000,000 Francs.
CAPITAL PAID-UP3,750,000 Francs.

The Undersigned, having been appointed
AGENTS of the above Company, are prepared to
GRANT POLICIES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBURG & Co.
Hongkong, 15th June, 1881. [4]

To be Let.

TO LET.

A LARGE GRANITE GODOWN, in "BLUE
BUILDINGS" Praya East, with immediate
possession.
Apply to

J. M. GUEDES.
33, WELLINGTON-STREET.
Hongkong, 19th January, 1882. [49]

TO LET.

N. O. 4, OLD BAILEY STREET.
"KURRAHJEAN" No. 10, ALHANY
ROAD.
OFFICES IN No. 13, QUEEN'S ROAD
CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.
Hongkong, 28th January, 1882. [74]

TO LET.

TWO ROOMS suitable for an Office in the
Premises No. 15, WELLINGTON-STREET.
Possession on 1st January, 1882.
Apply to

Dr SOUZA & Co.
Hongkong, 14th November, 1881. [15]

For Sale.

FOR SALE.

COCKBURN'S OLD PORT.
GUERRE'S LION OLD PORT, A VERY
RARE WINE.

ST. MARCEAUX CHAMPAGNE, IN PINTS AND
QUARTS.
L. T. PIVERS' SUPERIOR TOILET SOAP.
F. D. GUEDES,
33, WELLINGTON STREET.
Hongkong, February 8, 1882. [100]

E. C. A. SILVA AND CO.,
QUEEN'S ROAD.

HAVE JUST RECEIVED
EX FRENCH MAIL STEAMER "DJEMAH."
MALAGA FRESH GRAPES, GENTLEMEN'S ready-
made OVERCOATS, Embroidered and Fine White
LACE, BALL HANDKERCHIEFS, Ladies' and Gentle-
men's Finest White LINEN HANDKERCHIEFS,
White TRAINED SKIRTS for BALL DRESSES,
White KID GLOVES, Embroidered and Fancy
FANS.

Great Variety in ORIZA PERFUME TOILET
REQUISITES, comprising—ORIZA NEW MOWN
HAY, ORIZA OPOPONA, BOUQUET, ORIZA
WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS,
ORIZA ESS, HELIOTROPE.
&c. &c.
ORIZA POWDER, ORIZA DENTIFRICE, ORIZA
SOAP, ORIZA HAIR OIL.
&c. &c.
E. C. A. SILVA & Co.
Hongkong, 23rd November, 1881. [9]

A FONG, PHOTOGRAPHER,
HAS A LARGE COLLECTION OF VIEWS
than any other in CHINA.

Miniatures Painted on Ivory from \$7.
Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles
of Portraits at equally moderate prices executed
under the supervision and management of
D. K. GRIFFITH,
Studio 8, Queen's-road.
[13]

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX
"PEHIO,"
A SPLENDID ASSORTMENT OF
FANCY GOODS.

FANCY PLAYING CARDS.

CRACKERS.

BOYBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES
(in Bottles and Tins).

SYRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDEAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LION'S SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and
2 lbs. Tins).

MACCARONI, (Assorted) Paste for
Soups, Letters, stars, &c.

TAPIOCA.

FINE-GROUND MOCHA COFFEE.

C H E E S E.

GRUYERE.

ROQUEFORT.

DUTCH.

CALIFORNIA.

CREAM.

FRENCH TOBACCO AND
CIGARETTES.

ASSORTED PERFUMERY
FROM

PIAUD and PIVERT OF PARIS.

A large quantity of
FRENCH MINERAL WATERS
in Pints of 100 bottles per Case.

CORK STOPPERS,
for Soda and other Bottles.

C L A R E T S

In Bottles and Wood.

CHATEAU LAROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION.

MEDOC.

W I N E S.

SAUTERNE.

PORTO.

SHERRY.

MARSALA.

B R A N D Y.

FRENCH COGNAC.

ABSINTHE.

L I Q U E U R S.

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts).

MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

BOKER'S BITTERS.

KIRSCHWASSER.

PEPPERMINT.

VERMOUTH (Nolly Prat).

VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1882. [17]

Intimations.

ROSE & CO.,

31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT
LONG CLOTHS AND FLANNELS.
TABLES LINEN AND IRISH LINENS. GENERAL HOUSEHOLD LINENS.
SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.
PLAIN AND FANCY DRESS GOODS.
COLOURED AND BLACK SILKS.

FANCY BROCADED SILKS (PARISIAN).
ALL WOOL SERGES, &c., &c., &c.
SILK VELVETS AND VELVETEENS.
FASHIONABLE STRIPED SILK VELVETS.

FASHIONABLE EMBOSSED VELVETEENS.
FASHIONABLE EMBOSSED VELVETEENS.
FANCY LACE GOODS IN FISHUS, COLLARETTES, AND SETS OF
COLLARS AND CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies'
and Children's Boots and Shoes, Ladies' and Children's Under-clothing, Fancy Wool and Crewel
Work, Fancy Goods. Chenille and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery
Gloves, &c., &c., &c.

Also, GENTLEMEN'S
Shirts, Collars, Scarves, Handkerchiefs, Half Hose, Undershirts, Drawers, Solitaires and studs,
and an indescribable number of Miscellaneous Goods.

Address—
ROSE AND COMPANY,
31 AND 33, QUEEN'S ROAD.

SAYLE & CO'S SHOWROOMS.

SAYLE & CO.
BEG TO ANNOUNCE THAT THEY INTEND HAVING
GREAT CLEARANCE SALE
DURING
THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, January 30th, 1882. [79]

HONGKONG RACES—HONGKONG RACES.

T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.
No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG
and to

H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, EX "GLENROY,"
A SPLENDID ASSORTMENT OF BLACK AND BLUE FRENCH COATINGS.
A CHOICE LOT OF SUITINGS and TROWSEINGS, in FRENCH,
WEST OF ENGLAND, SCOTCH, CHEVYOT, and SAKONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.
BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.
DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.

RACING SCARVES, &c., &c., &c. [14]

ED. CHASTEL & CO.,

WINE MERCHANTS,
MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner
CLARETS in Quarts and Pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LEVILLE CLOS DE
MAURIN, &c., &c.

De St. MARCEAUX & Co's CHAMPAGNE in Quarts, Pints and Half-Pints.
CLARET IN WOOD.

CHARTREUSE, CURACAO, MARASCHINO.
PRICE LIST ON APPLICATION. [27]

KELLY & WALSH

HAVE JUST RECEIVED, AND HAVE NOW FOR SALE,
PRICE \$1.50.

THE NAUTICAL POCKET MANUAL FOR 1882,

Containing List of Lights, Buoys, and Beacons on the Coast of China and Japan;
Shanghai Tide Table, Customs Signals, and a mass information indispensable to
Captains and Officers of Vessels trading between Hongkong,
Shanghai, and the Northern Ports.

New Cabinet Photographs of Beauties. New Silk Woven Pictures, representing
Sporting Scenes.

New Scraps for Screens and Scrap Books.

New French Novels, including Daudet's "Numa Roumestan," and works by Hector
Malot, Xavier de Montepin, &c.

VALENTINES. VALENTINES. VALENTINES. VALENTINES.

KELLY & WALSH—HONGKONG. [1]

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS,
ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and
within easy distance of the principal landing
places. [2]

J. COOK, Proprietor.

WILLIAM SCHMIDT & CO.

GUNMAKERS and AMUNITION
DEALERS.

BEACONSFIELD ARCADE.
Arms, Ammunitions, and Requisites of
every description.

Arms Repaired, Cleaned, or Converted at
moderate charges.

Sporting Guns and Ammunition always
on hand. [28]

C. L. THEVENIN

COMMISSION AGENT,
WINE & SPIRIT MERCHANT.

CHAMPAGNE, BURGUNDIES, COG-
NACS, SHERRIES, LIQUEURS,
WHISKY, &c., &c.

FRENCH BOOTS AND SHOES,
FOR LADIES AND GENTLEMEN.

HONGKONG HOTEL BUILDING, [26]

Consignees.

NOTICE TO CONSIGNEES.

THE Steamship

JAPAN.

Captain J. S. GARDNER, from Calcutta, Penang,
and Singapore.

The above steamer having arrived, Consignees
of Cargo by her are hereby requested to send in
their Bills of Lading to the Undersigned for
Counter-signature and to take immediate delivery
of their Goods from alongside.

Cargo impeding her discharge or remaining on
board after the 8th instant, will be landed and
stored at Consignee's risk and expense and no
Fire Insurance will be effected.

Consignees are hereby informed, that any
claims must be made immediately, as none will
be entertained after the 10th instant.

DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 6th February, 1882. [102]

Shipping.

FOR NEW YORK.

THE At American bark

PEARL.

R. Howes, Master, will load here for the above
Port, and have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd January, 1882. [60]

FOR NEW YORK.

THE 3/3 A 11. American ship

TWILIGHT.

Warland, Master, will load here for the above
Port, and have quick despatch.

For Freight, apply to
RUSSELL & Co.
Hongkong, 23rd January, 1882. [61]

Intimations.

NOTICE.

TENDERS are INVITED for the PUR-
CHASE of 142 HONGKONG HOTEL
SHARES, the Property of the HONGKONG HOTEL
COMPANY, LIMITED.

Applications to be sent to the Undersigned
until ONE O'CLOCK P.M. on the 28th February,
1882.

Offers under Par will not be entertained.
By Order of the Board of Directors,
LOUIS HAUSCHILD,
Secretary of the Hongkong Hotel
Company, Limited.

Hongkong, 9th February, 1882. [103]

THE HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEET-
ING of SHAREHOLDERS in the above Com-
pany will be held at the Office of the Company,
No. 7, Queen's Road, at Half-past THREE
O'CLOCK, in the Afternoon of TUESDAY, the
28th February instant, to receive a Statement of
Accounts to the 31st December, 1881, the Report
of the General Managers, and to Elect a Consulting
Committee and Auditors.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
Hongkong, 9th February, 1882. [101]

THE HONGKONG FIRE INSURANCE
COMPANY, LIMITED.

NOTICE.

The TRANSFER BOOKS of the Company
will be CLOSED from the 15th to the 28th day
of February instant, both days included.

JARDINE, MATHESON & Co.,
General Managers,
Hongkong Fire Insurance Co., Limited.
Hongkong, 9th February, 1882. [102]

HONGKONG HOTEL COMPANY,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND of (\$2.50) TWO DOLLARS
FIFTY CENTS per Share, declared at the Ad-
joined Meeting of Shareholders, held on the
31st ultimo, is now Payable at the HONGKONG
and SHANGHAI BANKING CORPORATION.

Shareholders are requested to apply for their
Dividend Warrants at the Office of the Hotel
Company, Limited.

By Order,
LOUIS HAUSCHILD,
Secretary.

Hongkong, 4th February, 1882. [89]

THE CHINA FIRE INSURANCE COM-
PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY MEETING of
SHAREHOLDERS in the Company will be
held at the Company's Office, 39, Queen's Road,
Victoria, at THREE O'CLOCK in the Afternoon of
WEDNESDAY, the 22nd February instant, for the
purpose of receiving a Statement of Accounts
and the Report of the Directors for the year end-
ing 31st December, 1881.

The TRANSFER BOOKS of the Company
will be CLOSED from the 9th to the 22nd inst.,
both days inclusive.

By Order,
A. G. STOKES,
Acting Secretary.

Hongkong, 4th February, 1882. [90]

HOUSE AND LAND BROKER,
No. 33, WELLINGTON-STREET, HONGKONG.
Hongkong, 23rd January, 1882. [62]

TRAMWAYS.

A BARGAIN.—JUST RECEIVED
CLARKE'S "TRAMWAYS"—their Construc-
tion and Working. "SCHOURY'S Esti-
mating—26 Detailed Plans and Estimates of
various Structures of Brick, stone, Wood, and
Iron, with Building Data," and other useful
information, from Indian practice. "VINCENT'S
steam Tramway for India." THE LOT, \$11.
KELLY & WALSH,
Queen's Road.
Hongkong, 10th January, 1882. [42]

Shipping.

FOR SYDNEY AND MELBOURNE
(Calling at QUEENSLAND PORTS, should sufficient
inducement offer, and taking through Cargo
to NEW ZEALAND.)

THE Eastern and Australian Steamship
Company's Steamer

BOWEN.

Captain J. W. B. Darke, R.N.R., will be des-
patched as above TO-MORROW, the 11th
February, at FOUR P.M.

For Freight or Passage, apply to

Intimations.

A. S. WATSON & CO.
WHOLESALE AND RETAIL
DRUGGISTS,
GENERAL CHEMISTS,
AND
Manufacturers of the following
AERATED WATERS,
viz:
SODA, TONIC, SARSAPARILLA,
AND POTASH, LEMONADE,
GINGERADE, RASPBERRYADE,
AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from
7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED,
PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY,
HONGKONG.

SHANGHAI PHARMACY,
SHANGHAI.

CANTON DISPENSARY,
CANTON.

THE DISPENSARY,
FOOCHOW.

NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed
"The Editor," and those on business "The Manager," and
not to individuals by name. Correspondents are requested
to forward their name and address with communications ad-
dressed to the Editor, not for publication, but as evidence of
good faith. All letters for publication should be written on
one side of the paper only, and rejected communications can
not be returned. Advertisements and Subscriptions which
are not referred for a fixed period will be continued until
countermanded.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 10, 1882.

THE merciless but very proper punishment which the local head of the "princely house" received from His Excellency the Governor at the Legislative Council on Tuesday last was brought upon him entirely by his own intellectual eagerness to drag before that body matters which it is well known relate chiefly to His Excellency's private affairs. We regret to see a member of a firm which has deservedly held a high reputation in China for so many years lending himself, for the sake of party politics, or, it may be, of private animosity, to such unworthy manœuvring. Nothing, in fact, could have been more indecent in its way than the hurry and audacity exhibited by this hon. member to give himself and his subject the very first place in the proceedings of the meeting. Nothing, on the other hand, could have been more complete and crushing than the few sentences with which the Governor disposed of his humbly pretensions, and gave him a rebuke which was not only thoroughly deserved, but is well calculated to make his friends deplore the ignoble figure he cut in the discussion. We doubt if such an unseemly display on the part of a member has ever been witnessed in the Council of this or any other Colony.

With reference to Mr. RYKIE's remarks, our contemporaries, in their exultation over what they fondly believe to have been an utterance hostile to the Governor, apparently fail to see the high compliment to His Excellency which is so thinly veiled behind the hon. member's language. For, although Mr. RYKIE expressed the hope that we were not "going back to old times," it must be remembered that the epoch to which he referred is not the indefinite or even the distant past, but a time no longer ago than the days of His Excellency's immediate predecessor, Sir ARTHUR KENNEDY, and his autocratic lieutenant, Mr. C. C. SMITH. Well indeed might Mr. RYKIE deprecate a return to those days, which he thus very properly put in unfavorable contrast with the period of the present régime, a distinguishing feature of which, as no one has more honestly and strenuously maintained than the hon. member himself, is the unprecedented freedom and fullness of the Council debates.

It is much to be desired that, for his own sake, as well as on behalf of the unofficial interests which he is supposed to represent, some of Mr. BULKLEY JOHNSON's friends will endeavour to put a check on his too evident disposition to intemperately and needlessly mix up private matters with public affairs. For example, in the case now under discussion, although the Governor, acting on precedent, and for other wise and proper reasons which will be thoroughly understood, and generally appreciated by the community, refused to allow Mr. JOHNSON to have his own way in dragging before the Council matters which did not properly appertain to it, it is pretty well known, as His Excellency indicated, that Mr. JOHNSON

son would not have had a single supporter in the Chamber on this question, even if he had been allowed to bring it forward. In that case, the "princely house," in the person of its representative, would have cut even a sorer figure than it does now.

The little contest in the chamber on Tuesday—if that can be called a contest, in which one side was so hopelessly overmatched—must have been an amusing and refreshing spectacle. It was conducted throughout on both sides with perfect equanimity and good temper, notwithstanding our contemporaries' statements to the contrary, and it ended, as it deserved to do, in Mr. BULKLEY JOHNSON's complete humiliation and discomfiture. Not only the ability but all the right of the matter was on the side of His Excellency, who was and is, as the *Daily Press* with charming veridicality styles him, "master of the situation." Mr. F. BULKLEY JOHNSON, who has the reputation of being a well-meaning man, was entirely in the wrong, throughout, and guilty of the worst possible taste, in his attempt to drag the matter before the Council at all; he was wrong in the way and the moment he chose for that attempt; and again wrong in his proposal to bring forward for discussion papers which, as he very well knew, are under consideration by the Secretary of State. As a natural result, he very soon came to hopeless grief, and we should imagine that he must have retired that evening to what the *China Mail* (when Princes are here) calls the "East Point Mansion," a sadder and, let us hope, a wiser man.

AMONGST the passengers by the Dutch steamer *Alph* for Manila to-morrow, is Dr. Wilhelm Landau, who has been on a short visit to Hongkong. Dr. Landau's visit to the East is on a special mission from German institutions to collect the flora of the different countries for the Botanical Gardens and Botanical Museum of Berlin. He has already visited India, the Straits, Java, and Australia, and in the former place received valuable assistance from the Marquis of Ripon in the prosecution of his researches. Dr. Landau, after visiting Manila and Formosa, will proceed through China and Japan, taking his way home via India.

THE *Rising Sun* of the 28th ult. says:—H.L.C.M.'s man-of-war *Yu-Yuue* arrive here on Monday afternoon last, with the new Minister to Japan on board, His Excellency Li, who has only recently returned to China after a residence for a number of years in Europe. On Thursday she proceeded on her way to Yokohama, via the Inland Sea, intending to call at Kobe en route. The *Yu-Yuue* is a vessel of 3,000 tons displacement, and 500 h-p, with a crew of 300 officers and men. She was built in Shanghai.—The *Hogo News* makes the following remarks in anticipation of her arrival at Kobe:—It seems not unlikely that a Chinese man-of-war will call in here within the next few days. The local native paper states that a telegram has been received from the Japanese Consul in Shanghai, announcing the departure of the Chinese Minister in a vessel flying the Dragon flag, and that he will visit Kobe on the way to Tokio. The Japanese naval authorities will now have a favourable opportunity of ascertaining how their ships compare with those of the Middle Kingdom.

THE House of Commons has already stultified itself, and proved disloyal to the public interest, it is presumed to represent. It has been wired that a motion supported by the Government, has been lost, that Mr. Bradlaugh be allowed to take the oath by a majority of 58—286 votes against 228. Mr. Bradlaugh, who was present, protested against the action of the House, and then withdrew. The Commons would appear to be deliberately sacrificing their own highly esteemed privileges, either in a spirit of disgusting hypocrisy, or for the sake of mere factious opposition. Mr. Bradlaugh has been duly elected by the inhabitants of Northampton, his atheistical proclivities notwithstanding, and the attempt to exclude him from taking his seat on so-called religious grounds is a disgrace to the advanced age we live in. We have no sympathy with Mr. Bradlaugh, or his religious views; but the fact remains that he—an eligible person in accordance with legal requirements—has been elected a member of Parliament by an influential constituency, and the wishes of the electors of Northampton are entitled to be respected. We have not heard the last of this matter.

CONSIDERABLE dissatisfaction, says the *Indian Daily News*, has been excited in England by the despatches just published from Mr. Blaine, the late Secretary of State to the American Ministers in Peru and Chili. The chief ostensible subject of these documents is the claim of Chili to exact territorial compensation from Peru for the cost of the war in which the Peruvians, who were the aggressor, were decisively defeated. Mr. Blaine's contentions are twofold: first, that Peru cannot be called upon to cede an inch of her soil without reference to the United States; secondly, that in all matters affecting the territorial relations between any two countries, on the American continent, the United States alone has a supreme and decisive voice. This, it has been pointed out, is a new application of the Monroe doctrine, which Europe, and England especially, have a right to resent. President Monroe's words in his message of Dec. 1823, were that "any attempt on the part of the European Powers to extend their system to any portion of this hemisphere, would be regarded by the United States as dangerous to their peace and safety." This principle has never been formally adopted by the United States or recognised by Europe.

THE British barque *Three Brothers* was towed round to Aberdeen Docks early this morning.

THE French frigate *Thémis*, we are informed, under orders to leave here for the south on Wednesday next.

AN exhaustive review of the prospects of the ponies for the various races at the ensuing meeting will be commenced in to-morrow's issue.

WE observe in a Sydney paper that Tom Sayers, jun., son of Tom Sayers, the famous pugilist, has achieved considerable fame in England as a fine baritone, singing much at social entertainments. It would pain the old man were he still alive to see his family so degenerated.

INFORMATION has been received by the Agent that the Messageries Maritimes steamer *Sindh*, with the next outward French mail, left Saigon for Hongkong, yesterday at 3 p.m., and we are informed by the Superintendent of the Telegraph Company, that the steamer passed Cape St. James, at eight o'clock.

PROCEEDINGS at the race-course this morning were not of a very interesting nature. The training track was very slippery in some parts, which made fast work a dangerous experiment. A few of the ponies galloped slowly; but nothing was done requiring special notice. The course will be usual by open to-morrow, that in unless a heavy rain should fall in the meantime—when some good sport should be witnessed.

THE new French commander-in-chief, specially appointed to direct the operation for the occupation of Annam, was supposed to have arrived at Saigon by the Messageries Maritimes Company's steamer *Sindh* some three days ago. We believe that active operations will be commenced forthwith. The question is one of such vital importance that we intend dealing exhaustively with it in the course of a day or two.

THE remaining ships of the Detached Squadron, the *Imconstant*, 16, frigate, Captain Charles C. P. Fitzgerald (flagship of Rear-Admiral Sir F. W. Sullivan); the *Caryfort*, 14, corvette, Captain Henry F. Stephenson; and the *Tourmaline*, 12, corvette, Captain R. P. Dennistoun, will leave Hongkong to-morrow afternoon for England, calling at Singapore, Table Bay, Ascension, and probably Madeira. The Squadron will go home under canvas, and expect to anchor in Plymouth Sound about the middle of July.

WE learn by telegram that the British Parliament was opened by Royal Commission on Tuesday last the 7th inst. It is announced with reference to Egyptian affairs that the Government will apply the whole influence of the country to maintain the *status quo*. Her Majesty's speech commences the principal measures for the session which are wired by Reuters to be as follows:—the Bankruptcy and Criminal Practices Bills, County Government, the Penal Code, and Municipal Reform in London. It would interest many residents in China to know if Her Majesty's speech contains any reference to the disgraceful state of affairs in Ireland, and what measures the Government intend taking to put a stop to the anarchy which prevails.

WE would direct the attention of the Surveyor-General's Department, or whoever it may concern, to the unsatisfactory condition of a certain break-neck flight of steps which connect Wyndham-street with Peddar's Hill. It is a dangerous experiment at any time to make the descent, but at night, with the steps greasy and slippery, as they almost always are, the attempt becomes positively alarming. Would it not be possible to erect a rail running from the top to the bottom, or perhaps the scientific mind might suggest some more satisfactory safe guard. So many children assemble round Peddar's Hill in close proximity to this dangerous trap, that it is really a marvel no accidents have been reported. However, something ought to be done, and that quickly, to effect some kind of sensible improvement in the interests of the public safety.

FROM a London paper we clip the following account of a Discovery of ancient musical instruments:—"The researches of Mr. Hopkins in the Palace at Potsdam, with the sanction of the Crown Princess of Germany, have resulted in the discovery of three early Silbermann pianos, which are identified with those on which John Sebastian Bach improvised before Frederick the Great. These are, we learn, all copies of the action invented by the Italian maker Christofori—a circumstance which is considered to dispose of Silbermann's claims to the invention of the piano. A piano has also been discovered, which is believed to be by Mozart's friend, Stum, of Augsburg, besides two Schudi harpsichords—one dated 1766, and having solid silver keys. The bearing of these discoveries on the history of our musical instruments will be discussed by Mr. Hopkins in essays to be contributed by him to the *Encyclopedia Britannica* and Dr. Grove's 'Dictionary of Music.'

NOW that, under our present enlightened ruler, public flogging has become a thing of the past, it surely is high time to do away with the Public Whipping-post, which so disfigures the open space near the Harbour Master's office. We venture to suggest this for the consideration of His Excellency the Governor, and, further, to point out the eligibility of the site for one of the Public Bath-houses which His Excellency proposes to establish in the western part of the city. For the consolation of those—and we fear they are many—who would mourn the abolition of their cherished Whipping-post, it might be well to enlist the services of the *China Mail's* talented photographic artist, and secure a photograph, that "cannot lie," of this moribund emblem of the good old flogging days. It would be a pleasing souvenir, that might live long in the albums of the faithful. To enhance the value of such a picture the Editor of the *China Mail* could certainly figure somewhere in it. That gifted individual, lounging near the post in his favorite attitude, and juggling his left leg, would thus be very fully associated in the future with the ghastly relic of a barbarism of which he has been at all events the noisiest advocate in the past.

RACING GOSSIP.

After a very late night at the lotteries on Tuesday, I somehow or other found myself at the race-course a little before daylight on Wednesday morning. There are no cocktles kept in stock at the Grand stand, so it was no doubt rather singular that such a pious and respectable member of society as myself should be seen at the ungodly hour of 5 a.m. haunting a spot, where anything in the shape of attractions to the ordinary mortal were conspicuous by their absence. My presence there was, however, easily explained. A horsey gentleman who is generally known amongst his confidantes as "Wild Harry" had given me a tip at the Club that if I wanted to realise a handsome fortune, now was my time. Wild Harry—which he solemnly declared to be the fastest pony in China—was to be what he called—put through the mill, and so if I wanted to see with my own eyes a true realization of the "poetry of motion" I was to be at Wong-nei-chong not later than 5.30 a.m. The prospect of realising a handsome fortune is not thrust under one's nose every day, so I was determined to see this noble moke which Henry with pathetic tenderness, and evidently thinking of long, long ago, styled "Old Surf," represent the poetry of motion. On landing in front of the grand stand I was immediately hailed by a chorus of voices, and on entering the sacred precincts I found that body of gentlemen whom the "Old Sportsman" is so fond of styling "the regular sporting habits of the race-course" regarding themselves with hot tea and coffee, and some very excellent bread and butter. In less time than it takes me to write these lines I was swallowing with a painful attempt to look pleased a decoction of filthy stuff, manufactured in a dirty little den in the building, and called, by a most undesired courtesy, coffee. To do the old tailor justice (you always make a mistake Mr. Editor in your sporting notes in writing of the old custodian of the race-course as "Taylor") his coffee if somewhat nauseating, is at least warming, so it serves some useful end. I may as well explain that the old man is generally known as "tailor," because in the days of auld langsyne he was actually a knight of the needle. My authority for this assertion is the Hon. Phineas who knew the old fellow in his younger days. And now I will return to my original theme, and give you my actual experiences as an amateur tout. After seeing a black pony which I understood to be Lord of the Isles waddling painfully round the course, and skirting fire from his plates every slide by over-reaching, four or five grey ponies in Mr. Grammont's stable were galloped at a fast pace. I recognised the two old ponies Strathavon and Strathpeffer, and thought they looked in fine condition, and galloped in excellent form. I was told that Strathpeffer was being trained for long distance races, and that he was sure to prove a very dangerous opponent to the reputed long distance cracks. At this stage of the proceedings the popular racing enthusiast, known as Mr. Henry drove up in his smart turn-out, and seated by his side I observed the ample proportions, and quietly humorous "phiz" of the well known Fochow "sport," Mr. Fokhien, who is justly famed as the best racing judge in China. Mr. William Morgan arrived at the same moment in a 'kickshe,' and the old gentleman certainly looked as 'cute and foxy as ever, as he hobbled over to the rails to obtain full particulars of all that had transpired during the morning. My attention was called by my esteemed friend Harry, who, chronograph in hand was quietly watching proceedings, with a grim smile ever and anon spreading over his weatherbeaten face as he mentally noted the performances of the various animals, to a dun pony ridden by the chivalrous French Count, who for once was without the dearly loved cigarette, which came pounding along the straight like a cannon ball. "Rataplan" observed my mentor, with a strong Parisian accent, "goodish pony, has a chance for German Cup," and he lapsed into silence. A grey griffin, announced to be Airie one of the Derby favourites, accompanied by a well bred, handsome bay with a remarkably small head and intelligent expression, galloped over the Derby distance, one mile and a half, and on my venturing to suggest that the grey was not going like a racer, Harry's reply, "useless crock, not worth the powder to blow him up," was forcibly suggestive. The bay pony, by name Second Violin, seemed able to cater away from his gigantic companion; but then there might have been a vast difference in the weights. My companion now intimated his intention of taking it out of "Eddy," and immediately mounted an exceedingly handsome dun pony, level and racing-like, with a hardy wear and tear look about him which could not fail to please the racing connoisseur. I watched this thoroughly workmanlike customer stride along for nearly two miles, his sweeping easy action, stealing almost imperceptibly over the ground rivalling my closest attention. At the top of the straight he was joined by another dun pony, with a white mark on his face, which came tearing along at a tremendous rate, and continued his journey round the course after Wild Eddy had been pulled up. A sporting acquaintance in answer to my query informed me that this was First Comet, supposed to be the fastest pony in China. Notwithstanding a rather high action, this powerful pony appeared to get over the ground at a fast rate, his long stride, and free style of going being conspicuous in his mode of progression. My attention was next directed to a sporting match which had been arranged at the Club the previous night between two enthusiastic sportsmen, the contestants being the subscription griffins Phantom and Lochiel. The former, a rather peculiarly shaped dun, was steered by the amateur, familiarly known as "The Uncle," a young Shanghai griffin steering the big grey pony. Another dun pony carrying a certain well known lawn tennis "crack" joined in the fray, but for all the show he made he might just as well have been in his stable. The distance was three quarters of a mile, and after a good start the two ponies kept close together, the dun having the rails, until entering the straight, where the grey raced to the front, soon held a

clear lead, and appeared to be winning easily. Half way down, however, the leader seemed to have had enough and tried to cut it, swerving halfway over the course, so that Phantom running as game as a pebble gradually drew up, and an exciting race home was won by Lochiel by a neck. Mr. Paul's brown pony Shamrock, and his bay griffin Sorocogalloped a mile and a half in fast time; Sportsman having a long way the best of Iroquois in a similar gallop. Tajmahal and Hurricane galloped in good form, as did East Wind, Gang Forward, Redstart, Thistle, Huntsman, Craftsman, Driving Cloud, and several others. And then came the "pow" which I had come specially to see. The pony which was going to show me "the poetry of motion" certainly did not look capable of the task; however, I remembered that appearances are frequently deceptive, so discreetly held my tongue. Harry had a leg up on Wild sell, his two manfos doing the needful for "Old Surf" and White stockings. Like the former race, this was to be six furlongs, and there was no time lost in getting under way. I was disappointed in the "poetry of motion" although the ancient crock held his own right well, and when the white-legged pony fell away, and refused to answer the whip, surf and Wild sell came home together in very good time. There was of course a good deal more galloping, and I observed sub Rosa, Too-too, Roscola, Jet, Grim Death, Lightning, White Cloud, Whisper, Second Comet, and several others sent sharply along over various distances. When the labors of the morning were ended, we adjourned to the coffee table, and recounted all that had taken place, discussing future probabilities, and indulging in horsey talk generally. After all I thoroughly enjoyed my morning's outing, and did not by any means regret that I was induced to turn out at an untimely hour to witness "the doings of the cracks" more especially a representation of "the poetry of motion" in character, by the Wild Harry and Wild surf. But I don't think the ancient racer will carry my fortunes on this occasion.

PEGASUS.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held yesterday afternoon. There were present:—His EXCELLENCY THE GOVERNOR. Hon. F. SNOWDEN, Acting Chief Justice. Hon. M. S. TONNOCH, Acting Colonial Secretary. Hon. E. L. O'MALLEY, Attorney-General. Hon. W. M. DEANE, Acting Colonial Treasurer. Hon. NG CHOW. Hon. F. BULKLEY JOHNSON. Hon. E. R. BELLIOS.

THE TRAMWAYS BILL.

The Council resumed the consideration in Committee of the Tramways Bill.

On clause 129 and following clauses, giving a right of appeal from the decision, regarding the compensation to be given for land taken by the Company, of arbitrators and umpires to the Governor in Council, the ATTORNEY-GENERAL moved their rejection. He said the other clauses relating to land were taken from the English Lands Act, but, as he understood, these sections constituted a new tribunal and they were, he believed entirely original. They purported to cast on the Governor in Council duties which were, as he would submit, not altogether consistent with the position that the Governor and Council occupied in the system of this colony. They made them a court of appeal from a court of first instance which was constituted by other clauses of the Bill, and brought the decisions of that tribunal into conflict, possibly, with those of the courts of arbitration constituted by the Ordinance. He submitted an appeal was hardly a proper proceeding in regard to matters of this kind. He took it that many of those who might be affected by the taking of lands would be poor people, and people in whose interest it was that the tribunal should be as complete and efficient as possible in the first instance, and if the tribunal appointed by this Bill, the court of arbitrators and umpires, was sufficient, he would certainly suggest there was no necessity for an appeal to another tribunal of another character. If it was not satisfactory he submitted some tribunal should be provided able to deal with the matter in the first instance, and that litigation in the first instance should be as summary as possible. Therefore, upon the general ground that an appeal was undesirable and upon the particular ground that the tribunal selected was an inappropriate tribunal for its purpose he moved the rejection of these clauses.

THE ACTING COLONIAL SECRETARY said that one of the points brought forward by the Attorney-General as a reason for the rejection of the clause was one which he considered the strongest point in favour of retaining it, and that was with regard to people who were poor. It is a great many cases the Ordinance would deal with Chinese, poor Chinese, and he thought it would be difficult for a poor Chinaman to get any one to act as arbitrator for him who would be able to cope with any arbitrator the Company appointed, and therefore it would very soon found the arbitration would be given against him. He therefore thought an appeal should be given to the only power in the Colony that would cost him nothing to appeal to, that was, the Governor in Council. The provision in the Bill with regard to taking property was almost new in the Colony. At present it was only exercised by the Government, and they knew that among the Chinese the word "Government" had an all powerful significance, and if it was their lives that were at stake they would surrender to it, but when they came to surrender property to a company whose operations were conducted for quasi-public purposes it was a different thing. The tramway was not a necessity at present; they would be able to see what people would say in the future. He thought that in the present state of the Colony this section of the Ordinance enacted a very wise provision in allowed the cheapest and quickest mode of appeal in a case of this sort, and especially for poor people. As he had already said, it would be very difficult for a poor Chinaman, without paying a large amount of money, to get any one but some one like himself, to act as arbitrator on his behalf. It was not without great consideration on the part of the Government that this section was brought to the notice of the promoters, and he was sure they themselves received it in a very good spirit; they saw the necessity of it and inserted it. It did not interfere with any of the courts. He would be the last to speak in its favour if it interfered with the action of the Supreme Court, but it did not; it said that if the parties should be dissatisfied with the award of any arbitrator or umpire not court, they might appeal, etc.

THE ACTING CHIEF JUSTICE said he might perhaps be allowed to say a few words upon this really very important subject. It was one that engaged his attention very much when the matter was before the Select Committee and he had considered it a good deal. He for one would prefer to see the arbitrator clauses altogether

removed from the Bill. He had some experience of arbitration when he was at the bar in England, and his experience was that it caused great expense and delay. He would prefer that all proceedings should take place in the Supreme Court on the summary jurisdiction side. The process there was very inexpensive, there was very little delay, and he thought these questions could be better dealt with there than anywhere else. In that case the observations of his hon. friend the Acting Colonial Secretary would hardly apply, because in those cases the court would deal with property under the value of \$1,000, and they could hardly imagine poor Chinamen possessed of greater property than that. If the provision as to arbitration were retained, considering the position of the Colony and the few people with special knowledge of the subject, he would prefer to retain the present use and give an appeal to the Governor of Council. If, on the other hand, any change could be made, he would prefer to see all these matters left to the Supreme Court, but if the clauses regarding arbitration were to remain he must vote for the retention of these sections, which certainly as his hon. and learned friend said, constituted a new tribunal, but he thought nothing but good could result from it.

Hon. F. B. JOHNSON said he could understand the objection of his hon. friend the Attorney-General, but as far as he was concerned, in charge of the Bill, when that Bill was drawn and his Excellency the Governor promised to give it his support, it was under the condition these clauses should be inserted, and under the circumstances he felt bound to retain the clauses.

HIS EXCELLENCY—Gentlemen, as a matter of fact, what the Colonial Secretary told you is correct, that this, which is a Government clause, was not inserted without most careful consideration by the Government. I entirely agree in what he said, and as it is a very unusual clause, that an official member of the Government, Chairman of the Committee on the subject, and also from the hon. gentleman who is the promoter of the Bill. There is no doubt whatever that in a community like this, when you have such a large number of Chinese inhabitants, and where the Chinese are such large holders of property, it is very desirable indeed a clause of this kind should exist, and the Government carefully considered it before it was inserted in the Bill. As the only opponent of the Government in this matter is the Attorney-General, and as it is a very unusual clause for an official member to take, I am bound to say that the Bill, having come from the committee, where it was most carefully considered, and where this clause was unanimously approved, was then referred by my instruction to the Attorney-General for his report and observations. Those observations I considered, and in those observations there was no reference to this. The question was again considered by my advisers, the whole scope of the Bill as sent to us, and it is only now, without notice, that an official member of the Government opposes that which is the Government part of the measure. I am glad that every member of Council present supports the committee and supports the Government in this clause. Undoubtedly it would have facilitated the work of the committee, and we might have avoided this discussion, if, in accordance with the wish I expressed long ago the Attorney-General had attended the Committee like any other member to express his views, and then he could have heard from the hon. members the views they have now expressed. The question is that the clause stand part of the Bill.

THE ATTORNEY-GENERAL—Your Excellency, the remarks you have just made, make it right and only respectful to the source from whence they come, that I should say one or two words of explanation as to the attitude I have taken in this matter; and, first of all, that it is not, as stated by your Excellency, without any motive I have objected to these clauses, because yesterday I called attention to the exceptional character of the provisions of these clauses, and intimated my objection to them. It is not for me to follow your Excellency into the matter, you have been pleased to give the Council of the proceedings of Government outside the walls of this Chamber with reference to the subject of this Bill. That is a range of observations which I apprehend is open to your Excellency exclusively in this Council; but I may be allowed to observe that if this is an objection made by me without previous notice, the statement made by your Excellency that these clauses are Government clauses is an intimation made to me at all events for the first time, and had I been so informed beforehand I should too well have understood the nature of my obligations to the Government to have raised here for the first time the objection I have now urged, and upon your Excellency's assurance that this clause has been determined on by your advisers, of whom I do not appear to be one, I shall of course withdraw the opposition I have made to the clauses, but I think it right I should make that explanation, because your Excellency refers to this clause as one decided upon by Government and by your Excellency after consultation with your Excellency's advisers. It isn't for me to allow it to pass unnoticed that those advisers did not include myself amongst their number.

HIS EXCELLENCY—The hon. gentleman who has charge of the Bill yesterday twice remarked that these were clauses suggested by the head of the Government. He was right, because when first this measure was brought under our notice, then, publicly, at this Council table, the necessity of having clauses of this kind introduced was stated by me. It is unfortunate certainly that the Attorney-General had forgotten the fact, it is unfortunate also that he did not yesterday pay attention to what fell from the promoter of the Bill, and again the Colonial Secretary in his remarks to-day says, and truly says, these clauses were carefully considered by the Government. The Attorney-General told us yesterday of the day before that the only amendments he thought it necessary to suggest in the Bill were verbal amendments. This is not a verbal amendment. The amendments which the Attorney-General submitted to the Colonial Secretary for my consideration, and which did not include this, may be verbal amendments, but certainly no one can say this is a verbal amendment. But now, gentlemen, the opposition has been withdrawn.

THE ATTORNEY-GENERAL—Will your Excellency allow me to explain one word with regard to which I have been misunderstood, that is, with regard to verbal amendments. There were certain amendments which it would have been right and proper for me to move in select Committee had I been a member of that Committee, but I apprehend it is open to me and to every member of the Council, upon every other question which suggests observations in the Committee of the whole Council, to rise and suggest alterations. He is not precluded by the fact of having seen a copy of the Bill as reported by the select Committee from making such suggestions, and even moving such suggestions. If that were so I should be apparently the only member of Council debarred from taking part in the discussion to-day.

The motion that the clause stand part of the Bill was then put and carried *non est*.

The succeeding clauses of the Bill having been passed, clauses 17 to 21, adjourned from the previous sitting, were taken up. On clause 18, giving the company the maintenance of the whole road—THE ACTING COLONIAL SECRETARY said he believed the disagreement was as to what authority was to look after the roads. The Surveyor-General said he did not wish to press the point with regard to that part of the road on which the tramway was laid, but with regard to the other parts

of the roads, there were many reasons why their repair should be kept in the hands of the Survey-General, and executed by the Government. He should like to draw attention to a letter which had been received by the select Committee from Messrs. Breton and Wotton, who gave them one reason why the repair of the roads should not be carried out by the Survey-General. The part which he wished especially to draw the attention of the Council to was that it was stated that which repairs were needed to some part of the road, the Survey-General might be in the position of not being able to carry them out on account of not having the requisite funds. Those gentlemen gave what they termed a caution point to bear in mind in the case, which was likely to lead to the forming of a false impression, if it went abroad. Messrs. Breton and Wotton stated that the sewer in Duddell Street at one time was in need of repair, but the Survey-General had not the funds to carry out the work, and therefore the expense fell upon the owner of the adjoining property, his friend (Mr. Bellios). This was really not the case. The sewer had to be altered for the purpose of allowing certain buildings to be constructed for the advantage of the hon. member. The Survey-General executed the work by the desire of his hon. colleague, upon whom the entire expense fell. This matter raised a question as to the funds in hand, and to a contingency which the Government had to guard themselves against. Of course hon. members knew that every year, various sums had to be voted for the keeping up of the roads in Victoria and other parts of the colony. The Survey-General was supposed to keep with in those rates, excepting in the case of damage being done by an unusually heavy rainfall, or some other unforeseen occurrence which would cause heavy expenditure upon the roads, and in such cases, the Government was always ready to vote a further sum for the keeping up of the roads. If they allowed the keeping up of the roads to be in the hands of the Survey-General, they would constantly be having bills sent in; and if the road was to be kept in lawn tennis ground order, the Survey-General might find, before the end of the year that he was without funds to carry out the work, and that they would be so well off if such a course was adopted, as they would be if the keeping up of the roads were in the hands of the Survey-General, because that officer knew the amount which had been voted, and would keep himself within it. He (the speaker) further considered it unfair that the Government should have to pay the whole expense of keeping those parts of the road in repair on either side of the tramways, for the tramways would cause the traffic on those parts of the road to be much greater than it was before. The tramways would cause the traffic on those parts of the road, and his experience led him to believe that coolies and jinrikshas would not proceed along the tramway from fear of a tramcar coming upon them, and therefore they would make far more use of the sides than of the centre of the road. Under other circumstances the traffic would be extended over the whole of the road. He thought another objection was that they might have such an occurrence as some fault in the road which, if not immediately repaired, would prevent the running of the cars. The company would at once get coolies to work to dig up the road, and put the matter right, and the work would be completed without an opportunity of supervision being accorded to the Survey-General. It seemed to the hon. member that as long as the Tramway Company were only allowed to deal with that part of the road on which the rails were laid, such a contingency would be avoided. There was another matter to which he wished to call attention, which was that by their agreement with the Gas Company the latter were allowed to open the road for the purpose of laying or repairing pipes, after having given notice of their intention to do so to the Survey-General. He saw that there was one clause which the company required that 24 hours' notice should be given before any alteration should be carried out on the road through which the tram ran. It seemed to him to be very hard that the Colony should be deprived of gas for 24 hours, before necessary repairs to pipes could be commenced. He considered that the gas was of greater utility to the Colony than the tramway, and he should therefore strongly oppose that clause.

The Hon. F. B. JOHNSON said it appeared to him that if the Company had to send to the Survey-General to execute any repairs that might be necessary, and by an accident the Survey-General's department did not repair the road, there would be interminable delays in getting the thing done. By the way in which it was provided in the Bill, the initiative belonged to the company, and when they executed any work it had to be carried out under the control of the Survey-General. The company were practically bound to do everything which the Survey-General ordered and all it had to do was to recover the money afterwards from the Government.

The COLONIAL SECRETARY said that was the main objection.

The Hon. F. B. JOHNSON said the company would do the work quite as cheaply as the Government, and then they would have the road under one authority, which was practically the Survey-General. He had heard the objections urged by the Colonial Secretary, but having a majority of the committee in favour of the Bill, and as he believed the practice was in harmony with the practice at home, he did not see why it should be altered.

The COLONIAL TREASURER said he thought the Hon. F. B. JOHNSON had overlooked section 14, which had been passed the previous day, and which gave the company authority to repair that part of the road on which the tramways were constructed, and that portion of the road with which the company did not deal was a very important one, because it embraced the gutters and rain channels. These were made of granite, and were the best of any great deal of money might be expended on the repair of a more expensive or a less expensive nature. It seemed to him that section 14 entirely met the necessities of the case. The company repaired that part of the road on which the tramway was laid, and the Survey-General the other part. What the company had to do with that five feet of road which lay on either side of the tramway, and which was given to the public, he could not see. He thought the Survey-General could be trusted to deal with that part of the work. This must be an entirely experimental matter; no one could say whether the tramway was going to be a success, and if it was found in six months that it was really desirable there should be only one authority over such an important road as Queen's-road, there would be no difficulty in inducing the Government to reconsider the question. He was of opinion that the views of the Survey-General of the Colony ought to be supported, and the Tramway Company left to undertake the maintenance of their part of the road, and the Survey-General the remainder.

The Hon. F. B. JOHNSON said the objection to Mr. Lowndes keeping the government road in repair was that it would entail the existence of two authorities over the maintenance of the road, which was a thing that would not work. The public interests required that the roads should be kept in perfect repair, which could be best ensured by the whole maintenance of the road being undertaken by the Tramway Company who would receive an annual sum from Government for the repair of that part of the road lying on either side of the tramways. The hon. member read a passage from the evidence given by Mr. W. Danby before the select Committee in

which that gentleman quoted a passage from the report of the select Committee of the Lords and Commons, on the Metropolitan Tramways in support of his view.

The COLONIAL SECRETARY said with reference to tramways in the Metropolis, where they had large drains underground in which the pipes of gas, water, and telegraph companies were kept, the case was very different to their own. Here, he considered the work ought to be done by the Tramway Company, which might also remove the gas and water pipes, and those of the telegraphs and telephone to one side of the road. He considered further that the work should certainly be under the supervision of the Survey-General. It appeared to him to be absurd that all the other companies in Hongkong should be under the control of the Tramway Company with respect to opening of the road. The control ought to be in the hands of the Survey-General.

The Hon. F. B. JOHNSON said that if they were to do the work under the control of the Survey-General, they would not be able to move hand or foot without his approval. It was merely a question of who should take the initiative.

The ACTING COLONIAL TREASURER said he might be allowed to observe that the question which had been read from the report of the select Committee of the Lords and Commons referred to a state of affairs very different from that which existed here. It referred to England, where the roads were vested in the parishes. If the hon. member could tell him of any parish in England seven miles long, it might apply, but here the Government had control of the road throughout its whole length, while there it ran through several parishes and at every quarter of a mile there might be a different management, so it was necessary there should be one authority, because it would be a question not between the company and the Government but between the company and several parishes.

The Hon. F. B. JOHNSON said that would make no difference as to the portion of the road the tramway was on.

The question that the clause stand part of the Bill was then put and lost, the ayes being three and the noes four.

The following clauses were then taken up.

The ACTING COLONIAL SECRETARY spoke in favour of the Company being compelled to take up all the telegraph, gas, and water pipes and relay them at the side of the road.

Hon. F. B. JOHNSON objected to this on account of the great expense it would entail.

After discussion a clause suggested by the Survey-General was inserted in place of the one in the Bill as it stood, which made certain alterations in detail as to the carrying out of the work when repairs to the pipes were necessary.

The COLONIAL SECRETARY brought to the notice of the Council certain matters of detail such as the question of certificates for the servants of the company who were to be employed as engine drivers, and the fares to be paid.

Hon. F. B. JOHNSON said these matters would be dealt with in the bye-laws.

The ACTING COLONIAL SECRETARY said there was another question with regard to the payment of taxes by the Company. He presumed they would not be allowed to run all night. They might either let the coaches run under the Carriage Ordinance and charge so much a carriage, or charge the Company's ratemakers for the amount of land they covered.

Hon. F. B. JOHNSON said the promoters would prefer to be under the Carriage Ordinance.

The ACTING COLONIAL TREASURER said that under the old Carriage Ordinance the charge would only be \$1 for each coach; therefore the matter would have to be dealt with in the amended Ordinance, which had been read a first time.

His EXCELLENCY said he thought as far as taxation went they should deal as leniently as possible with the company, and not try to make money out of it. The tramways would be a great convenience to the Colony, and he thought it would be sufficient if they charged \$1 a vehicle.

On the schedules being taken into consideration, the Attorney-General asked what view the Committee had taken as to certain objections which had been made by owners of property.

The ACTING CHIEF JUSTICE said that with regard to the objection of Mr. Ede to the terminus near his house at Victoria Gap, and to two objections by Chinese property owners to the line in Queen's-road, the Committee found the property of the objectors would not be interfered with in the actual construction of the lines or stations, and if they sustained any injury they had their remedy in the Supreme Court.

His EXCELLENCY said he was on the Committee which sat on the Metropolitan railway. There was great objection by some parties, but it was found that on the whole property was increased in value by the proximity of a station.

The schedules were then passed.

His EXCELLENCY said the Council has now approved the Bill in Committee and I have now put the question that the Bill do pass. In doing so I think I ought to congratulate the hon. member who has had charge of this Bill and the other promoters of the Bill. It is one of great importance and I think will do great good in the Colony. I may say, with reference to that which has been in the minds of the Council from time to time, the great pressure of the traffic in Queen's-road, that I have some hope of being able to have a very large work undertaken in this Colony which would have the effect of obviating that pressure. The work I refer to is one to which my attention was drawn some time ago by the two deputations, one of European gentlemen and one Chinese. Representations were made to me by the Chinese to the effect that the lot-holders along the sea frontage of the existing Praya would be prepared to undertake the expense of making a wide Praya out into deep water. The Chinese, who hold a considerable amount of property extending from the extreme West up to this part of the town, offered to do the work at their own expense. The estimate was \$800,000 to \$1,000,000. That work would be prepared to be done at their own cost, but by the Survey-General, so that the work should be thoroughly done. The other memorial, presented by my hon. friend Mr. Ryrie and other European gentlemen, merely asked me to have the Praya extended out into deep water in front of their lots, but I apprehend they would be prepared to come under the same condition as the Chinese if the Government decided the work should be done and gave them the reclaimed land. If that is done, and I have some hope it will be, it would relieve the pressure on Queen's-road. How far it would be possible, after that is done, to amend the Tramways Ordinance so as to shift the tramway to that other road would be a question for the company to consider, and the Government with them, but in now putting the question that the Bill pass I think it only proper I should advert to the possibility of that great work being undertaken, and I think it may be undertaken in 1883. The smaller Praya to which I alluded, at the other side of the harbour, will be undertaken in 1882, and if the other work is completed, undertaken, in 1883, we shall have no reason then to be ashamed of either side of the harbour.

Hon. E. R. BELLIOS—Your Excellency, when my honourable friend opposite (Mr. Johnson) introduced the tramways Bill, he dwelt on your benevolent policy and on the prosperity that resulted from it. He also dwelt on the increase of the population consequent on that prosperity, and the necessity there was on that account to adopt his measure. I endorse those remarks, and referring to a few remarks myself on the subject of your policy. I maintain, sir, that your

holding the balance evenly between the foreigner and the Chinaman has been the means of enriching the landed proprietors of this island. I am not an advocate for leniency for the criminals of Hongkong. Where the law is requisite, there I think it should be enforced without the least compunction or commiseration. This Colony is situated on the borders of a vast Empire. In that Empire criminals receive barbarous treatment, whereas here, in such close proximity, they receive a treatment consistent only with the views prevalent in the Christian countries of the West, which I apprehend is not suited to the present generation of Chinese criminals; perhaps when the neighbouring countries reform their mode of treating prisoners we might, *pari passu*, follow suit. We know that crimes are sometimes committed from mental aberration. For instance, thieving by the rich is called kleptomania and is excused, whilst petty larcenies committed by the poor are visited with incarceration in prison. We also know, however, that there are born criminals who are a scourge to society. These hardened men cannot, in my opinion, appreciate mild handling especially as they are born and bred in a vicious Chinese atmosphere. However humanitarian the policy may have been, results show that it has not been an ineffective one. I remember, sir, when knock-down robberies, and the practice of throwing pepper in the eyes of females and relieving them of their ornaments were of almost daily occurrence. I remember when it was necessary to carry small pistols about one's person when walking or riding on Housham or Pokfulam-roads. Such things do not present themselves to our sight nowadays. In the year 1861 a gentleman went off to one of the opium steamers to his quarters. The house was crowded with chests of the drug, laid the ship, but on his way to the wharf, in mid-stream between the vessel and the landing, he was pounced upon by pirates. He and his boat-load of opium were captured, taken away, and from that day to this no trace of either has ever been discovered. For many years after this occurrence we were obliged, for the sake of safety, to send our coolies and our clerks armed with revolvers and swords when landing or shipping opium or treasure. There are now, happily, no longer the robberies and pilferings of the past, which were so common in days of yore. Instead of these we now have the moral support and good will of the Chinese community, which in the long run must afford us a larger measure of security for our lives and properties than all the efforts of the appointed guardians of the peace can possibly procure for us. In speaking of your policy I allude particularly to your dealings with the higher class of Chinese. I refer to your kind compliance with their wishes and to your courteous treatment of them whenever they approached you. I refer to your action in electing an intelligent member of that community to the bench and also to a seat at this august assembly, with the view of showing that justice was administered equally between the foreigner and the Chinaman, and with the view, I think, of allowing the Chinese to have a voice in the legislation of Hongkong. I contend that impartiality thus manifested has inspired the race with confidence. In the early days of the Colony Chinese used to sojourn here as they do now sojourn in Australia. Then they scarcely had any stake in this island. Now we see native capital invested permanently here. Confidence is the soul of a transaction, either legitimate or speculative. It is evident that some of the recent purchases of property are due to speculation, but I believe mainly they are bona fide investments. Your policy has proved to be beneficial to foreigners both here and elsewhere. The value of landed property has been enhanced. Men who had retired, leaving their possessions behind in the care of others, have been able to realise their properties at high prices. They have been able to take their families home and invest them right before their eyes in their present places of retirement, earning perhaps larger incomes than those they were accustomed to receive from this side in the shape of remittances. We are aware that all over the world real estate yields the smallest interest on capital. A few years back money could have been invested in landed property here returning 12, 14, and 16 per cent. per annum, whereas investments at the same time made in houses and in lands in Canton and in the Presidency towns of India gave only 5 to 6 per cent. per annum. The Chinese to whose credit the value of money is silver. On the other hand, depreciation of silver compared with gold, value of money in the East for trade purposes since then has declined five per cent. per annum. At this moment property in Canton, Calcutta and Bombay yields the same interest that it yielded years ago, whereas we cannot generally invest money in houses here now and obtain more than six per cent. per annum. Therefore of all these cities where silver is current as money in Hongkong only, and during our administration, has money been established on an advance in the value of property, maintaining, sir, that the policy of equality inaugurated here, by your Excellency has been the origin and the principal cause of this stir and of this stupendous improvement in the value of property. A few months back I had the pleasure of meeting a native gentleman, who was reported not to have been an investor in landed property. I inquired as to the reason why he had remained in the back ground. He said that having been a resident in another part of the world, he had been impressed with the idea that the Chinaman and the foreigner did not stand on the same platform; "however," he said, "now I know that they are both alike in the eyes of the law under the Hongkong Government, and I can now confidently invest my savings permanently in the island." There is a low now in the market for real estate. The prevailing speculation, which in some cases was overdone, has been broken and in the natural course of things there is a reaction. I allude to the freedom of the market. The slightly low price will, I presume, be the rule for a short duration, and things will soon resume their wonted position, because it will be remembered, we have not advanced, but merely assimilated to prices ruling around us. Your policy in this respect has benefited one section of the community. I maintain, sir, that there is a grievance which, if properly taken in hand and remedied, will render your administration a source of blessing and will prove of great advantage to another section of our fellow citizens. I allude to the freedom of the Manila lottery tickets entry in their sale here, and the scope they have of impoverishing the inhabitants of this island. I have not studied the Treaty now extant between Great Britain and Spain, nor have I studied the law on lotteries, but it seems to me that the Ordinance now in force affects the Wei Sing and other Chinese lotteries, whereas the Manila lottery, which absorbs the largest portion of the spare capital and hard earnings of the inhabitants, plays have very freely indeed. I will not waste the valuable time of the Council by going into details and particulars, it will suffice when I say that as many as eight to ten thousand tickets are sold monthly in this Colony, and taking these at \$6 each, the large capital of \$50,000 to \$60,000 is shown as taken away from the inhabitants every month. Palpably, therefore, the Manila lottery causes the largest drain on the purse of the population. Therefore, as it stands, the law strains as it were at a gnat while it swallows a camel. Brokers hawk about the town in broad daylight selling tickets with impunity. Men are tempted to buy. Long credits are given and payments are received in

driftlets. Gradually men are thus involved in debts, they become reckless, abandon their legitimate pursuits, and launch into speculation every kind. A few days before the winning numbers are announced from Manila the *habitués* of the Manila lottery are seen almost distracted, neglecting their avocations, and waiting anxiously for the result of the drawings. On receipt of the news, the unfortunate gamster is found dejected and disconsolate, the disappointment being too great a sorrow to him. Investments in lottery tickets are worse than staking one's money on the gambling table. In the latter case loss and profit are soon settled, there is no interval of suspense, no building of castles in the air, consequently no deviation of thought from one's trade and occupation. When prizes are won, which are very rare indeed, in eight cases out of ten the winners have been ruined. If young men they have become spendthrifts and so slated that to occupy subordinate positions appeared to them a degradation. If the law were to be rectified I would implore your Excellency to make both the buyer and seller of the lottery tickets punishable. I am convinced that so soon as the sale of the Manila lottery tickets is strictly prohibited in the Colony, the savings of the multitude will accumulate to enrich them. If we found the new law did not restrain the propensity of the colonists to invest in lottery tickets it might be well to establish lotteries of our own. Profits arising therefrom might be devoted to the improvement of our public institutions. This is done by private bodies in India on account of private institutions, and might be allowed to be adopted with advantage under private auspices here. I remember, sir, when this community had only two local companies of their own. Now we have several local companies transacting business of all descriptions, and the inhabitants are principally shareholders therein. Money that used to be drained out of the Colony has, since the formation of these local companies remained in the island, thereby enriching the inhabitants. In prohibiting the sale of Manila lottery tickets or in permitting the establishment of local lotteries, the hard earnings of a large section of the community would be retained here, thereby helping to augment the prosperity which your policy has engendered.

The motion that the Bill do pass was put, and carried without dissent.

The Council then adjourned *sine die*.—*Press.*

COOLIE LIFE IN SUMATRA.

A DELI TOBACCO PLANTATION.—IV.

THE EUROPEAN STAFF.

Accc. ding the number of coolies employed, so is the staff of whites, in the proportion of about 100 to 150 coolies to each European. Nice roomy houses are supplied to the Europeans, and they are provided with a pony and have medical advice free. The salaries vary from \$600 to \$175 per month, and on some estates commission is given to experienced men. These are not large amounts, when the cost of living in Deli, which is miserable and fearfully dear, is considered. The duties of an assistant are to see that the coolies do their work properly, to look after the sick, to direct and overlook the fieldwork, to superintend the making of roads and ditches, and the erection of the necessary buildings in his division, to contract for work with the coolies or natives, and to tax and receive tobacco; in fact the whole working of a division is in the hands of the assistants. An assistant who looks well after his work will find his hands full for least nine hours a day; and hard work it is, sometimes working in water with the fierce rays of the sun pouring down almost burning one's life out, at other times toiling through acre after acre of land like ploughed fields. After the planting has commenced his work is never finished until the sun goes down; then comes the taxing of tobacco, no easy task, opening stick after stick of tobacco, judging, not only the quality so as to fix the price, but also bearing in mind the work the coolie has done, in order to do justice; constantly on the watch for attempts at cheating, for the best coolie thinks it no sin to hang trees (already received and entered in the books) amongst new tobacco. The assistant is always liable to the coolie objecting to his valuation on the one hand, and to the manager's grumbling on the other. The poor assistant! his life would be worse than a convict's were it not for the festive gatherings held from time to time at friends' houses, which come like red letter days in his dreary calendar. At the end of the crop the accounts are made up, the coolie being debited with advances, implements, and expenses incurred, including the tax paid for him by the estate to the Dutch Government and the price of his field; and he is credited with the amount of tobacco he has cut, and if he has not been paid before, any contract work he may have done. During the season, which lasts from January until the first half of October, the coolie has every fourteen days received an advance of \$2 or \$2½ as subsistence money, and if he has required assistance in his work this has been given him, for which he has also to pay.

Thus we find the Chinese coolie has willingly entered into an agreement with a European, such agreement having been explained to him into his own vernacular; he has entered into this contract beneath the eyes of Government officials; he has been allowed to borrow money, he has been advanced the necessary amounts for food and clothing and implements, the seed has been supplied to him free of cost, his land has been drained for him, his timber felled, for which a very moderate charge is made, he has been provided with a healthy and comfortable house; and if he has worked properly has been fairly dealt with and well treated; during sickness he has been cared for; and in return he has sold his tobacco to the manager at a price he has stipulated for by contract. At the end of his crop he has made a profit, and finds himself at perfect liberty to go or re-engage, and yet we are constantly hearing the cry that coolie labour is mitigated slavery. What is freedom, then? Where commences, where ends? With regard to ill-usage, the cases are few and far between, and for the best of all reasons—that the majority of the coolies are good men, with the foresight to observe that their own interests are bound up in those of their employers, and the useless, lazy, or vagabond coolie soon clears out and is, therefore, very much in the minority. That there have been cases of cruelty and ill treatment I admit, but the victims are always idle, vicious, or malicious, and it is only in rare instances that cases of ill treatment have occurred, and the perpetrators of the cruelties have always been severely punished by the government. Then,

again, the punishment has been much exaggerated, as it has seldom exceeded a simple thrashing, and is often only a single stroke of a cane—certainly no more than almost every public school boy has experienced. The class of men who are assistants in the plantations are not to be compared to Legrees; they are certainly not a class who would be guilty of wanton cruelty, to say nothing that they are themselves hard worked, and often enter into the coolie's troubles and difficulties with his crop, and by their superior knowledge are enabled to give the coolie valuable advice and assistance at critical times, and are often thus the means of increasing the man's average when the valuation takes place. It is astonishing the amount of virtuous indignation some people give vent to on the coolie labour question, but it generally happens that the outcry is greatest amongst persons possessing the least knowledge of the subject considered. Since leaving Sumatra, I have heard the coolie labour there referred to in the most preposterous terms and stories related which it simply would be impossible could have occurred. I have learned, however, that the magistrates who sit at the Hongkong Police Court are occasionally occupied with assaults by Europeans on natives—these mostly taking the form of masters beating their servants; and I understand there are many European employers of native labour who, though they would raise their hands in pious horror at the relation of ridiculous stories of so-called cruelties on coolies in the countries where the latter flock for the sake of profitable labour, do not hesitate to cut their servants' small wages for the mishap of breaking a glass or a plate, or some similar petty offence against the pocket or pride of the magnanimous white, *malgré* that this may mean so many bowls of rice less to the coolie or the chair-coolie's children, as the case may be, during the month. In a walk through the town, one day I came upon a public institution still standing in this city as a monument of the majesty of the law and the humanitarian principles of British rule over subject races. From its appearance it did not seem to have been very long out of use, and I wondered as I looked upon it how many poor wretches had had the blood drawn from their quivering and blackened backs for far less than a Deli plantation coolie has had a couple of stripes from a small rattan? It is a cheerful sign of the times that a Governor can come down from his high pedestal as Her Britannic Majesty's representative and succour a subject race (for such the Chinese must ever be considered in Hongkong, so long as it remains a British colony) who had previously been subject to the barbarous punishments of flogging and branding. When I first heard of the latter punishment and the offences for which it had been inflicted, I felt rather ashamed of my country, in fact, I protested to my informant that there must be a mistake somewhere, for I would not believe that an English government official would consent in these enlightened days that a man should be branded under the circumstances that many have been in this Colony. There have been crimes committed by coolies on the Deli plantations equal to anything that ever took place on this island, I believe, but no such fiendish punishment as the pressing of a red hot iron spluttering and hissing into a man's living flesh was ever adopted to punish the wrong-doer or to deter others. However, the branding irons and the whipping-post are implements of the past; and those who favour their use may resign themselves to the new order of things. There is a strong party in England—in fact it is the strongest party in England, inasmuch as it includes all the foremost men of the country—who will have no more of that sort of thing in any of Her Majesty's dominions, and it is a pity that a Governor, a follower of that faith, did not many years ago find his way to this Colony to put a stop to the barbarities that have only in recent years ceased to obtain. In conclusion, I must not omit to give what is due to the officials of the Dutch Government in Deli, and that is that under no circumstances whatever do they gloss over or fail to sift to the bottom any cases of alleged cruelty to which their attention is drawn; and further, that they do not wait for the cases to crop up under the official nose, but given that a planter illuses a hired servant, contract coolie, or whatever other position the victim may be in, justice overtakes the wrong-doer, and with swiftness and surety.

OSCAR WILDE.

A New York reporter describes the arrival of Mr. Oscar Wilde, the aesthetic poet, under date January 23rd, in the following strain:—

A chilled crowd of aesthetic devotees beat their hands and stamped their feet on the dock this morning, while waiting for the *Arizona*, on which was their apostle, Oscar Wilde. The big ship stuck fast on a bank of mud twenty feet from the dock. Tugs pushed and pulled, the *Arizona* engines worked vigorously, but the mud was the victor for a time. While the fight between steam and mud was in progress the shivering mass of humanity greeted with round after round of applause a towering form on the *Arizona's* deck. It was that of a man youthful in appearance, but he stood six feet four inches. He had a smooth face and long flowing locks. An overcoat of bottle-green cloth, fur-lined and fur-collared, a sea-skirt cap and yellow kid gloves made him more conspicuous. It was Oscar Wilde, the poet and journalist, "I am here to lecture and see the country," he said, with a hearty laugh, to a reporter. "Will I stay long? Really I can't say; it depends upon circumstances. You see this thing is all new to me. I've made my first trip to America very pleasantly. My fellow-voyagers are splendid people. They have given me such glowing descriptions of the country that I am in love with it already. I want to see what there is in your great metropolis, for it has many attractions, unless it is misrepresented, that I must witness, and I am also anxious to see something of Mexico." Lighting a fresh cigarette, Mr. Wilde continued:—"Already I have experienced something of American courtesy. I was 26 years old last October. I shall remain long enough to see what there is worth seeing in glorious America. I have come here determined to get acquainted with the big-hearted American people, and (pausing for a moment, while his features lighted up with a good-natured smile), I shan't return to Europe until I do."

POST OFFICE NOTIFICATIONS.

A MAIL WILL CLOSE.

For Macao, Manila, Macassar, Sourabaya, Samarang, and Batavia.—Per *Albatross*, to-morrow, the 11th instant, at 7.30 A.M.

For Singapore, and London.—Per *Ajar*, to-morrow, the 11th instant, at 11.30 A.M.

For Thursday Island, Cooktown, Townsville, Sydney, Melbourne, &c.—Per *Bowen*, to-morrow, the 11th instant, at 3.30 P.M.

For Amoy and Manila.—Per *Diamond*, to-morrow, the 11th instant, at 5 P.M.

For Amoy, Tamsui, and Taiwaifu.—Per *Hai-foong*, on Monday, the 13th instant, at noon.

For Swatow, Amoy, and Foochow.—Per *Thales*, on Monday, the 13th instant, at 3.30 P.M.

For Straits and Calcutta.—Per *Lennox*, on Tuesday, the 14th instant, at 2.30 P.M.

For Straits and Calcutta.—Per *Japan*, on Tuesday, the 14th instant, at 3.30 P.M.

For Yokohama and San Francisco.—Per *Devenish*, on Tuesday, the 14th instant, at 2.30 P.M.

For Kobe and Yokohama.—Per *Sumida Maru*, on Thursday, the 16th instant, at 5 P.M.

MAILS EXPECTED.

THE FRENCH MAIL.

The Messageries Maritimes steamer *Sindh*, with the next French mail, left Saigon at 3 p.m. on the 9th instant, and may be expected to arrive here on the 13th.

STEAMERS EXPECTED.

The steamer *Euphrates* left Singapore on the 4th instant, and may be expected here on or about the 12th instant.

The steamer *Glennier* left Singapore on the 5th instant, and may be expected here on or about the 13th instant.

The steamer *Meath* left Sydney for Hongkong, via Ports of Call, on the 2nd instant, and is due here on or about the 28th instant.

The steamer *Nelson* left Sydney on the 6th February, and is due here on or about the 1st March.

Intimations.

HONGKONG FLOWER SHOW.

THE TENTH ANNUAL EXHIBITION will be held in the BOTANIC GARDENS on TUESDAY and WEDNESDAY, the 14th and 15th February.

A POULTRY SHOW will be held in connection with FLOWER SHOW.

The Gates will be opened at TWO P.M. on each day.

ADMISSION.—First Day, \$1; Second Day, 20 Cents.

Intending Exhibitors are particularly requested to send POT PLANTS and POULTRY early on the 13th instant, and VEGETABLES and CUT FLOWERS, as early as possible on the morning of the 14th instant; and also to give at least THREE DAYS' NOTICE of the classes in which they intend to exhibit.

Poultry to be attended to during their stay in the Show by Exhibitor's Assistants.

Schedules of Rules and Prizes to be had from the Hon. Secretary.

Tickets may be obtained from Messrs. LANE, CRAWFORD & Co., or Payment may be made at the Gates.

CHARLES FORD, Hon. Secretary.

Hongkong, 1st February, 1882. [80]

NOTIFICATION.

A COPY of the JURY LIST for 1882 is posted at SUPREME COURT HOUSE for Inspection. Notice of any Inaccuracies, Omissions, Objections, &c., must be given to the Registrar on or before 14th February, 1882, in accordance with the Provisions of Section 8 of Ordinance No. 11 of 1864.

It is further notified that no person whose name is on the List as a Juror will be excused from Service on the ground of any exemption to which he may be entitled, or on the ground of any want of qualification, unless such exemption shall have been claimed and established, or such want of qualification duly proved at or before the time above specified.

C. F. A. SANGSTER, Acting Registrar.

Supreme Court, Hongkong, 1st February, 1882. [82]

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE.

From THIS DATE, and during the absence of Mr. J. BRADLEE SMITH, Mr. D. MC LAURIN will act as Secretary.

W. REINERS, Chairman, Board of Directors.

Hongkong, 1st January, 1882. [85]

F. D. G. U. E. S.

WINE MERCHANT AND COMMISSION AGENT, No. 33, WELLINGTON STREET, HONGKONG. Hongkong, 23rd January, 1882. [63]

WANTED, EMPLOYMENT, by the Advertiser as a General Assistant in a Mercantile Office, either in Hongkong or Shanghai. The Advertiser understands BOOKKEEPING, INSURANCE, and SHIPPING BUSINESS. Salary Moderate.

X. Y. Z., Office of this Paper. Hongkong, 25th January, 1882. [66]

FOR SALE.

AUSTRALIAN WINES, PORT & SHERRY, of the finest quality, from Coolala Vineyard, Braxton, Hunter River, N.S.W. Apply to R. FRASER-SMITH, No. 6, Peddar's Hill.

NOTICE OF REMOVAL.

R. FRASER-SMITH & CO. PUBLIC ACCOUNTANTS, ARBITRATORS, AND COMMISSION MERCHANTS, has THIS DAY Removed to No. 6, Peddar's Hill.

All kinds of COMMISSION BUSINESS executed on the most reasonable terms. Special Agents in London and Sydney.

Balance Sheets drawn out; Books balanced and audited, and every description of Accountant's Work undertaken. Charges strictly moderate, and perfect accuracy guaranteed.

Office Hours: NINE till FOUR. Hongkong, 2nd January, 1882.

Commercial.

THIS DAY, FOUR P.M.

Stock exchange business since we last wrote has almost entirely been confined to finessing and inquiring. With the exception of the sale of a few bonds of the Chinese Imperial Loan of 1881 at the current rate—three per cent. premium—not a single bond sale transaction has come under our observation. Offers to buy Banks for cash at 119 per cent. premium have been made and refused, although at 120 a few shares could be obtained, and at 121 for the end of the month a still larger number are on the market. Purchasers on time are willing to invest at 120 for the end of the month, and at equivalent rates for the end of March, April, and May; but on these terms holders of shares decline to deal. Hongkong Shares have made a further improvement, and are firm at 65, at which rate a number of shares could be placed without difficulty. China Shares are nominally at yesterday's quotation. Docks have depreciated considerably, and the tone of the market is not reassuring. As offers to sell for cash at 52 per cent. premium went unheeded, sellers were compelled to lower the rate; but even at 51 buyers hold aloof. The pulse of the share market is so sensitive, and it takes such a very small matter to enhance or depreciate the value of stock as represented by the current quotations that it is difficult to form any very reliable opinion—unless under special circumstances—or to predict with any degree of confidence the probable rise or fall of any particular stock. It would however appear to us from the usual indications that Docks will in all probability fail to maintain their present exalted position, although we are unable to comprehend any tangible reason to justify a reduction in the present quotation. Sugars continue their upward march, buyers now offering 172½ without obtaining a single share.

SHARPS.

Hongkong and Shanghai Bank—119 per cent. premium, buyers.
Union Insurance Society of Canton—\$1,600 per share, buyers.
China Traders' Insurance Company—\$1,600 per share.
North China Insurance—Tls. 1,175 per share.
Yangtze Insurance Association—Tls. 885 per share.
Chinese Insurance Company—\$280 per share, sellers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—\$365 per share.
China Fire Insurance Company—\$297 per share, sales.
Hongkong and Whampoa Dock Company—51 per cent. premium, sellers.
Hongkong, Canton, and Macao Steamboat Co.—\$23 premium, ex div.
China Coast Steam Navigation Company—Tls. 162 per share.
Hongkong Gas Company—\$85 per share.
Hongkong Hotel Company—\$100 per share, buyers.
China Sugar Refining Company, Limited—\$172 per share, buyers.
China Sugar Refining Company (Debentures)—3 per cent. premium.
Hongkong Ice Company—\$130 per share.
Hongkong and China Bakery Company, Limited—\$82½ per share.
Chinese Imperial Loan of 1878—1½ per cent. prem. ex. int.
Chinese Imperial Loan of 1881—3 per cent. prem.

EXCHANGE.

ON LONDON.—Bank Bills, on demand.....3/8½
Bank Bills, at 30 days sight.....3/8½
Bank Bills, at 4 months sight.....3/9½
Credits, at 4 months sight.....3/9½
Documentary Bills, at 4 months sight.....3/9½
ON PARIS.—Bank Bills, on demand.....4/67
Credits, at 4 months sight.....4/80
ON HAMBURG.—Bank, 3 days sight.....220½
ON CALCUTTA.—Bank, 3 days sight.....220½
ON SHANGHAI.—Bank, 3 days sight.....220½
Privates, 30 days sight.....72½

OPIUM MARKET.—THIS DAY.

NEW MALWA.....per picul, \$660
(Allowance, Tals 42.)
OLD MALWA.....per picul, \$705
(Allowance, Tals 42.)
PATNA (without choice).....per chest, \$606½
PATNA (first choice).....per chest, \$607½
PATNA (second choice).....per chest, \$602½
PATNA (bottom).....per chest, \$612½
BENARES (without choice).....per chest, \$602½
BENARES (bottom).....per chest, \$607½
PERSIAN.....per picul, \$500

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.									
BAROMETER.	AMOV.	SHANGHAI.	YOKOHAMA.	MANILA.	CELEBES.	MACAO.	AMOI.	SWATOW.	KEELUNG.
Barometer.....	30.27	30.27	30.27	30.27	30.27	30.27	30.27	30.27	30.27
Thermometer.....	61.5	61.0	61.0	61.0	61.0	61.0	61.0	61.0	61.0
Direction of Wind.....	N	E	E	N	N	N	N	N	N
Force.....	1	2	2	1	1	1	1	1	1
Dry Thermometer.....	59.5	59.0	59.0	59.0	59.0	59.0	59.0	59.0	59.0
Wet Thermometer.....	54.0	53.0	53.0	53.0	53.0	53.0	53.0	53.0	53.0
Weather.....	b	c	b	c	b	c	b	c	b
Hour's Rain.....	0	0	0	0	0	0	0	0	0
Quantity fallen.....	0	0	0	0	0	0	0	0	0

Shipping.

ARRIVALS.
Feb. 10, DIAMANTE, British steamer, 314, R. Cullen, Manila 7th February, General—Russell & Co.
Feb. 10, ACTIV, Danish steamer, 268, N. C. Revebeck, Tourn 31st January, Pakhoi, Hoihow, and Macao 10th February, General—C. M. S. N. Co.
Feb. 10, KEELUNG, British steamer, 914, Schultz, Chinkiang 5th February, Rice—Butterfield & Swire.
Feb. 10, MENZALEH, French steamer, 1,273, J. Homery, Yokohama 4th February, Mails and General—Messageries Maritimes.
Feb. 10, BRAZOS, American ship, 917, J. Williams, Cardiff 13th September, Coal—Messageries Maritimes.
Feb. 10, YOTTUNG, British steamer, 286, H. Kennett, Swatow 9th February, General—Kwok Achong & Sons.

CLEARANCES AT THE HARBOUR OFFICE.
Atch, Dutch steamer, for Macao, &c.
DEPARTURES.
Feb. 9, Hoihow, Chinese str., for Chinkiang.
Feb. 10, PING-ON, British steamer, for Hoihow.
Feb. 10, RAJAH, American ship, for Rangoon.
Feb. 10, KEELUNG, British steamer, for Canton.

PASSENGERS—ARRIVED.
Per Menzaleh, str., from Yokohama.—For suea.—Mr. D. Smirnov, For Marseilles.—Mr. and Mrs. Abrams, 2 children, and servant, Mr. and Mrs. Sonoda, Messrs. Ikeda, Gato Taketaro, Sekiguchi, Matsugata, T. Toki, S. Sakurada, T. Sato, R. Rouri, M. Sakaki, Takahashi, Misura, Tizima, and Esuzanki.
Per Diamante, str., from Manila.—Mr. and Mrs. Webb, 2 children, and servant, Messrs. Amehazura, A. Zulceta, and M. Zulceta, and 104 Chinese.
Per Actin, str., from Tourn, &c.—12 Chinese.
Per Yottung, str., from Swatow.—23 Chinese.

REPORTS.
The British steamship Diamante reports left Manila on the 7th instant. The first part moderate monsoon and fine weather, and the latter part strong monsoon and squally, rainy weather with high sea.
The British steamship Keelung reports left Chinkiang on the 5th instant at 3 p.m., and had moderate N.E. winds and fine weather during the passage. Arrived in Hongkong at 10 p.m. on the 9th instant.

AMOV SHIPPING.
January.—ARRIVALS.
27, Hailong, British str., from Hongkong.
27, Thales, British steamer, from Foochow.
27, Newchwang, British str., from Shanghai.
27, Carlsbrooke, British str., from Hongkong.
27, A. Friedrich, German bark, from Chefoo.
28, Assens, British bark, from Chefoo.
28, Auguste, British 3-m. sch., from Chefoo.
28, Kwangtung, British str., from Foochow.
28, Telemachus, British str., from Hongkong.
29, Diamante, British steamer, from Hongkong.
31, Albay, British steamer, from Hongkong.
31, Fokien, British steamer, from Hongkong.
31, Wenchow, British steamer, from Swatow.

DEPARTURES.
1, Chieris, German bark, from Keelung.
1, Canton, British steamer, from Hongkong.
2, Yeh-sin, Chinese steamer, from Swatow.
2, Atch, Dutch steamer, from Hongkong.
3, Velox, Dutch bark, from Chefoo.
3, Thales, British str., from Hongkong.
3, Chin-hai, Chinese gunboat, from a cruise.
4, Thales, British steamer, from Hongkong.
January.—DEPARTURES.
26, Kwangtung, British steamer, for Foochow.
26, Himalaya, British steamer, for Swatow.
27, Oswald, German bark, for Chefoo.
27, Amoy, British steamer, for Foochow.
27, E. v. Beaulieu, German bark, for Chefoo.
27, Jeddah, British steamer, for Singapore.
27, Thales, British steamer, for Swatow.
27, Hailong, British steamer, for Tamsui.
27, Chin-hai, Chinese gunboat, for a cruise.
28, Wells, German steamer, for Formosa.
28, Carl Wilhelm, German bark, for Saigon.
29, Prince Arthur, British bark, for Takao.
29, Telemachus, British steamer, for Shanghai.
30, Newchwang, British steamer, for Swatow.
30, Kwangtung, British steamer, for Swatow.
30, Diamante, British steamer, for Manila.
30, Chin-wei, Chinese gunboat, for a cruise.
31, Fokien, British steamer, for Foochow.
31, Wenchow, British steamer, for Shanghai.
31, Albay, British steamer, for Tamsui.
31, Carlsbrooke, British steamer, for Swatow.

MANILA SHIPPING.
ARRIVALS.
19, Diamante, British steamer, from Amoy.
19, Stoch, German gunboat, from Hongkong.
19, Panay, Spanish steamer, from Singapore.
23, Emuy, Spanish steamer, from Amoy.
24, Atch, Dutch steamer, from Batavia.
24, Esmeralda, steamer, from Amoy.
DEPARTURES.
1, Malvina, British bark, for Hongkong.
1, Isabel, Spanish bark, for Liverpool.
1, Espana, Spanish steamer, for Singapore.
16, Esmeralda, steamer, for Hongkong.
24, Diamante, British steamer, for Hongkong.
24, Atch, Dutch steamer, for Shanghai.
27, Lother, British ship, for London.
28, Iquique, Italian bark, for Channel.

VESSLS ARRIVED IN EUROPE FROM PORTS IN JAPAN AND MANILA.
(Per last Mail's Advice).
Joachim Christian.....Hongkong.....Dec. 8
Glenorchy (s).....China Ports.....Dec. 15
H. Upmann.....Hongkong.....Dec. 19
Barcelona (s).....Manila.....Dec. 20
Patroclus (s).....China Ports.....Dec. 22
Fleours Castle (s).....Hongkong.....Dec. 28
Fitzroy.....Shanghai.....Dec. 29

VESSLS EXPECTED AT HONGKONG.
(Corrected to Date).
Henry.....Cardiff.....Nov. 3
Christine.....Cardiff.....Nov. 4
Rock Terrace.....Newport.....Nov. 5
Christal.....Cardiff.....Nov. 7
Traut Union.....St. Malo.....Nov. 7
Hydra.....Elbe.....Nov. 10
Hramblyte.....Cardiff.....Nov. 10
Halkal.....Antwerp.....Nov. 12
Euphrates (s).....London.....Dec. 13
Still Water.....New York.....Dec. 14
Gleniffer (s).....London.....Dec. 16
Paul.....Hamburg.....Dec. 16
Fooksang (s).....Cardiff.....Dec. 20
Chi-yuen (s).....Greenock.....Dec. 23
Priam (s).....Greenock.....Dec. 24
Stentor (s).....Liverpool.....Dec. 28

HONGKONG TEMPERATURE.
(From Messrs. FAIRBANKS & Co.'s Register).
Date Day.
Barometer—9 A.M. 30.180
Barometer—1 P.M. 30.172
Barometer—4 P.M. 30.150
Thermometer—9 A.M. 61.5
Thermometer—1 P.M. 61.0
Thermometer—4 P.M. 61.0
Thermometer—9 P.M. 61.0
Thermometer—1 P.M. (Wet bulb) 58.5
Thermometer—4 P.M. (Wet bulb) 58.5
Thermometer—9 P.M. (Wet bulb) 58.5
Thermometer—Minimum (over night) 56

SHIPPING IN HONGKONG.

STEAMERS.

Feb. 6, AJAX, British steamer, 1,524, A. Kidd, Nagasaki 2nd February, General—Butterfield & Swire.
Jan. 28, ANIER HEAD, British steamer, 2,015, Roper, San Francisco 11th December, and Honolulu 3rd January, General—D. La. praik & Co.
Jan. 31, ASHINGTON, British steamer, 809, Allison, Bangkok 5th January, and Saigon 25th, General—Siemssen & Co.
Feb. 7, ATJEB, Dutch steamer, 954, M. de Neef, Amoy 6th February, General—Jardine, Matheson & Co.
Feb. 6, BOWEN, British steamer, 844, J. W. B. Darke, Sydney 14th January, Townsville 19th, Cooktown 21st, Thursday Island 25th, General—Gibb, Livingston & Co.
Nov. 29, CRUI, American steamer, 373, Edgar—Captain.
Feb. 6, CITY OF TOKIO, American steamer, 5,079, J. Maury, San Francisco 7th January, and Yokohama 31st, Mails and General—P. M. S. Co.
Sept. 28, CONQUEST, British steamer, 316, Hamilton—Shon Hang Hong.
Jan. 31, DANUOK, British steamer, 561, Clanchy, Bangkok 22nd January, General—Yuen Fat Hong.
Feb. 6, DEVONSHIRE, British steamer, 1,517, A. Purvis, San Francisco 1st January, and Yokohama, General—Russell & Co.
Feb. 7, FVEN, Danish steamer, 909, L. C. Grove, Bangkok 29th January, General—Butterfield & Swire.
Jan. 26, GLENELC, British str., 800, Nicholson, Newcastle, via Singapore 20th December, Coal—Order.
Oct. 29, HONGKONG, British steamer, 67, Kennett—Kwok Achong & Sons.
Feb. 4, HONGKONG, British steamer, 958, J. B. Fryer, Plymouth 14th December, via Singapore, Hong Kong and General—Siemssen & Co.
Jan. 29, HUNGARIA, Austro-Hungarian str., 1,460, G. Sturli, Trieste 1st December, Bombay, Colombo, Penang, and Singapore 21st Jan., General—Messageries Maritimes.
Feb. 5, JALUITA, British steamer, 1,865, Gardner, rate, 21st January, Penang 27th, and Singapore 29th, 1,865 chests Opium, 7,285 bales Cotton, 387 bales Gunnies, 500 bags Saltpetre, and 490 packages sundries.—D. Sassoon, Sons & Co.
Dec. 19, JOLOAN, Spanish steamer, 654, Marquiez—R. Mourente.
July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack—Captain.
Feb. 6, LENOX, British steamer, 1,327, Scott, Calcutta 21st January, Penang 27th, and Singapore 30th, General—Jardine, Matheson & Co.
Feb. 8, MELI, Chinese steamer, 472, Nall, Canton 7th February, General—C. M. S. N. Co.
Feb. 8, MINDANAO, Spanish steamer, 550, M. Freymoya, Manila 4th February, General—Dunn, Melby & Co.
Jan. 14, NAIROA, British steamer, 862, Westoby—D. Laprak & Co.
Feb. 9, NORDEN, Danish steamer, 778, J. R. Rasmussen, Saigon 2nd February, Rice—Siemssen & Co.
Nov. 24, S. GULL, American steamer, 48, Hayden—China Traders' Insurance Co.
July 7, SHUN TIP, Annamite steamer, 93, Yuen Man Fu—Captain.

Feb. 4, SUNDA, British steamer, 1,039, J. Reeves, Yokohama via Nagasaki 27th January, Mails and General—P. & O. S. N. Co.
SAILING VESSELS.
Feb. 2, ADAM M. SIMMONS, American ship, 1,467 A. College, Yokohama 24th January, Ballast—Master.
Jan. 14, ADOLPH, German bark, 868, Mahr—Arnhold, Karberg & Co.
Jan. 9, ALDEN BESSE, American bark, 842, Noyes—Rosario & Co.
Jan. 21, ANDROMEDA, German ship, 1,879, Schapper—Order.
Jan. 21, AUGUSTE, French bark, 869, A. Bernard, Cardiff 8th September, Coal—Order.
Feb. 1, BODIL, British bark, 564, J. E. Hacke, Hamburg 26th September, General—Siemssen & Co.
Nov. 21, BLUE JACKET, Amer. ship, 1,396, Percival—Russell & Co.
Dec. 27, C. REDMAN, Amer. bark, 598, Elliott—Master.
Jan. 1, COLOMA, Amer. bark, 853, C. M. Noyes—Rosario & Co.
Jan. 12, DELPHIN, German schooner, 288, Lillenthal—Melchers & Co.
Jan. 26, EDWIN REED, American bark, 1,178, J. B. Gilmore, Cardiff 21st August, Coal—Order.
Jan. 31, ELISE, German bark, 513, Bruhn, Whampoa 30th January—Order.
Jan. 23, FRIEDRICH, German bark, 595, H. Spieser, Singapore 14th December, Timber—Siemssen & Co.
Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley—Order.
Jan. 16, HINDUSTAN, British ship, 1,479, J. Bal-yen—Russell & Co.
Jan. 2, IMPORTEUR, American ship, 1,260, Allyne, Cardiff 2nd October, Coal—Messageries Maritimes.
Jan. 21, JAVA PACKET, British bark, 674, Hanssen—Russell & Co.
Jan. 4, LAUREL, British bark, 639, Grassam—Order.
Feb. 7, MARGARETH, German ship, 1,228, C. Poppe, Cardiff 4th September, Coal—Order.
Jan. 9, MARIE, German ship, 1,218, Schiold—Order.
Jan. 26, FRY WHITEHEAD, American ship, 850, Geo. Freym, New York 17th August, Petroleum—Order.
Jan. 27, MINERVA, German brig, 218, P. Duhme, Labuan 1st January, Wood and Rattans—Melchers & Co.
Jan. 11, NESTOR, German ship, 1,337, J. Winsor—Order.
Feb. 2, NELLIE M. SLADE, American barkentine, 561, D. Gould, Newcastle 7th December, Coal—Melchers & Co.
Nov. 25, NICOLAS THAYER, Amer. bark, 585, Gray—Russell & Co.
Feb. 7, NOBEMAN, Siamese ship, 711, Murray, Hongkong 30th October, General—C. M. S. N. Co.
Jan. 14, ONEIDA, American ship, 1,120, Carver—Adamson, Bell & Co.
Dec. 8, PANAY, American ship, 1,190—Adamson, Bell & Co.
Jan. 14, PEARL, American bark, 576, R. Howes—Russell & Co.
Jan. 4, RAYEN, German ship, 343, Veal—Ed. Schellhaus & Co.
Feb. 2, R. T. CLAYTON, American bark, 249, Thomas Davies, Lagaimance 23rd Dec., and Santa Cruz 24th January, Lumber—Cosmopolitan Dock Co.
Dec. 2, RINGLEADER, Amer. ship, 1,183, Bray—Order.

Feb. 3, SAN FRANCISCO, German schooner, 251, Olmanns, Whampoa 3rd February, General—Siemssen & Co.
Nov. 14, SEAKIAN, American schooner, 81, Vincent—W. H. Ray.
Nov. 17, SHUTE OF THE AOR, British bark, 347, Williams—Vogel & Co.
Feb. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber—Hongkong and Whampoa Dock Co.
Oct. 8, SYREN, American ship, 875, Brown—Russell & Co.

HONGKONG—SAILING VESSELS.
(Continued).
Jan. 25, TECUMSEH, American ship, 1,309, E. Lincoln, Cardiff 27th July, Coal—Donco Co., Limited.
Feb. 6, THREE BROTHERS, British bark, 366, T. Kahke, Swatow 5th February, Ballast—Chinese.
Sept. 27, TWILIGHT, American ship, 1,303, Ward—Russell & Co.
Jan. 31, VALPARAISO, German bark, 486, F. Meyer, Hamburg 17th July, General—Melchers & Co.
Wakefield, American bark, 887, Crowell—Captain.
Jan. 9, W. J. ROTCH, American ship, 1,703, Bray—Russell & Co.

CANTON.
Feb. 8, AMOV, British steamer, 814, C. Herrmann, Shanghai 5th February, General—Siemssen & Co.

WHAMPOA.
Jan. 25, BENEDICTA, German schooner, 247, J. P. Jensen, Swatow 21st January, Ballast—Wieler & Co.

RIVER STEAMERS.
Ichang, British steamer, 700, Ogston—Butterfield & Swire.
Kiu-kiang, British steamer, 617, T. Benning—Hongkong, Canton, & Macao steam-boat Co.
Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.
Kiung-chow, British steamer, 159, Goggin—Kwok Achong & Sons.
Powan, British steamer, 1,890, A. Benning—Hongkong, Canton, & Macao steam-boat Co.
Spark, British steamer, British, 140, Hoyland—Hongkong, Canton, & Macao steam-boat Co.
White Cloud, British steamer, 280, Cary—Hongkong, Canton, & Macao steam-boat Co.
Yot-sai, British steamer, 180, McDougall—Kwok Achong & Sons.

AMOV.
In Port on 6th February, 1882.
Assens, Danish bark, 255 (Vandell)—H. A. Petersen & Co.
August Friedrich, German bark, 384, J. Bruhn, Chefoo 18th January, Bean cakes—Pascadag & Co.
Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.
Emily, British brig, 295 (Crighton)—H. A. Petersen & Co.
Faugh Balaugh, German schooner, 240 (D. Ruie)—H. A. Petersen & Co.
Helena, German bark, 263 (Thomson)—H. A. Petersen & Co.
Velox, Dutch bark, 240 (Wilkins)—H. A. Petersen & Co.
Wagrien, German schooner 176 (Debbem)—H. A. Petersen & Co.

FOOCHOW.
In Port on 7th February, 1882.
Hilda, British bark, 350, Kruse, Chefoo 19th January—Chinese.

SHANGHAI.
In Port on 30th January, 1882.
Alex. Newton, British bark, 308 (Newton)—Morris & Co.
Batavia, British bark, 774 (Jenkins)—Nils Moller. Chinghai, British bark, 359 (Ray)—Nils Moller. Chinghai, British bark, 472 (Schulze)—W. Muller & Co.
Edward Barrow, British bark, 958 (Peech)—Melchers & Co.
Empress, British bark, 390 (Lass)—Nils Moller. Isle of But, British bark, 929 (McAvoy)—Melchers & Co.
John Melcher, British ship, 685 (Campbell)—Nils Moller.
John Trahey, British bark, 1,147 (Ryan)—C. & J. Trading Co.
Lee-yih, British bark, 219 (Hankinson)—Morris & Co.
M. Nattenbohm, American ship, 1,168 (Naim)—C. & J. Trading Co.
Perle, German bark, 405 (Klyhn)—Carlowitz & Co.
Satsuma, British bark, 364 (Cargill)—Morris & Co.
Solidor, British bark, 241 (Danielson)—Nils Moller.
W. Siegfried, British bark, 393 (Hansen)—Nils Moller.

NAGASAKI.
In Port on 28th January, 1882.
Artemisia, British bark, 332 (McFarlane)—Holmes, Ringer & Co.
Argos, British brig, 210—Captain.
Brenda, British brig, 291 (Swansen)—Holmes, Ringer & Co.

YOKOHAMA.
In Port on 28th January, 1882.
Ada Melmore, British brig, 569 (Sewell)—A. Reimers & Co.
Adole, Russian schooner, 42 (Gouldes)—F. Reiz Alexander, American schooner, 72 (Carlson)—Captain.
Alice, French bark, 450 (Soule)—A. Reimers & Co.
A. Cashman, American schooner, 51 (Tibbey)—Captain.
Diana, American schooner, 64 (Peterson)—Captain.
Helena, American schooner, 60 (Ewalt)—Captain.
Jane spout, British bark, 669 (Hughes)—A. Reimers & Co.
Kiwa, Russian schooner, 113 (Johnston)—Captain.
May, British schooner, 236 (Charles Grant)—P. M. Co.
M. C. Bohm, German schooner, 80 (Baade)—P. Bohm.
North Star, Russian schooner, 38 (Riddertjelke)—Captain.
Ohude, American schooner, 72 (Wilson)—Captain.
Otono, American schooner, 52 (Snow)—Captain.
Osego, American schooner, 56 (Pearce)—Captain.
Otter, American schooner, 70 (Littlejohn)—Captain.
Peiho, German bark, 433 (Lameken)—P. Bohm.
Pioneer, American schooner, 54 (Wilson)—W. Copeland.
Wandering Jew, American ship, 1737 (Talpey)—P. M. Co.

MANILA.
In Port on 7th February, 1882.
Clifton, British bark, 252—Captain.
Hindoo, German bark, 347—Captain.
Maria Anna, Ger. ship, 1266—Captain.
Meta, German ship, 1332—Captain.
Minerva, Spanish bark, 637—Captain.
Mohawi, German bark, 985—Captain.
Paul Jones, American ship, 1358—Captain.
Resant, French schooner—Captain.
Remus, British bark, 737—Captain.
Samar, American ship, 1110—Captain.
Weser, German bark, 916—Captain.
Wrecker, American schooner, 55—Captain.

Intimations.

NOW IN THE PRESS AND SHORTLY TO BE PUBLISHED.



(BY AUTHORITY.)

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A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882.
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The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *vaude mecum*. "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office for

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ROBERT FRASER-SMITH,
No. 6, PEDDAR'S HILL, HONGKONG.
Hongkong, 4th February, 1882. [88]

HONGKONG TIMBER YARD, WANCHAI.

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L. MALLORY, Proprietor.
Hongkong, 24th June, 1881. [11]

NOTICE.